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IDEA-0136-70
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25 June 1970

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report 17-19 June 1970

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1. Location and Purpose of Visit

The undersigned visited Detachment G on 17 and 18 June 1970 to conduct two (2) experimental low-pressure chamber flights using the emergency oxygen supply from one of the two high-pressure bottles as the sole source of oxygen. Additionally, a proposed technical manual change appears necessary in the pilot's Handbook on Liquid Oxygen Management when the two (2) systems feed unevenly in flight. Discussions and a proposal have been prepared for submission to the prime contractor.

2. Results of Visit:

a. The low-pressure chamber flights were completed using one (1) high-pressure bottle as the sole source of oxygen in two (2) separate profiles:

(1) 67,000 - 10,000' in 7 minutes unpressurized amount of oxygen remaining 1180 psi.

(2) 67,000 - sea level 10 minutes pressurized amount of oxygen remaining 1730 psi.

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In both cases, using emergency descent rate for the aircraft, there is adequate oxygen in either bottle to return the crewmember to a safe environment.

b. A proposed modification to the RQ-225 parachute lumbar pad has been made by Detachment G Personal Equipment personnel [REDACTED]

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[REDACTED] This modification includes the attachment of the tree-lowering device to the lower two-thirds of the lumbar pad with hardware storage and attachment of the lanyard to the seat kit with velcro tape. This modification has been test flown at Detachment G for some twenty (20) hours already and subjective impressions of the pilots are all optimistic.

c. Liquid O₂ Aircraft Management in flight. Two (2) proposals have been forwarded to Lockheed Aircraft Corporation on changing the technical data on O₂ Management in the pilot's handbooks.

(1) Allow pilot privilege of turning one system off and leaving it off until pressure is reduced from active system whereby equal bleed-off will again occur.

(2) Allow pilot privilege of turning active system off once quantity gauge reaches two (2) liters thereby allowing some one to three hours of remaining O₂ if second system were for some reason to inadvertently fail when turned on.

At the present time, if it appears that one LOX system is not supplying O₂, the dual reliability may be proven by shutting off the active system for a brief period. However, a brief period is not adequate to allow both systems to supply evenly and therefore the pilot ascertains little with such a maneuver.

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CONCURRENCE AND/OR COMMENTS

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